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A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

On the 25th November, at Singapore, the wife
of JOHN ANDERSON, of a daughter.
On the 25th November, at No. 7, Peking Road,
Shanghai, the wife of H. DIXON, of a son.
On the 25th November, at No. 7, Soochow Road,
Shanghai, the wife of R. STAHLBERG, of a daughter.
On the 3rd December, at the Peak Hospital,
FINLAY GLEN HENDERSON, son of Mrs. HENDERSON,
of Ashton Terrace, Glasgow, aged 21 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th December, 1901.

It is to be devoutly hoped that the Govern-
ment will give early effect to the eminently
practical recommendations, which we have
already noticed, of the three Commissioners
who recently reported on the difficulties
connected with obtaining and retaining
private chair and ricksha coolies. Appendix
F, the admirably concise Draft Bill, should
be taken in hand, and The Private Coolie
Ordinance of 1901 passed through the Leg-
islative Council and made operative at the
earliest possible opportunity. There are
also other divisions of the Chinese coolie
class who urgently need bringing under
control. If the ordinary unregistered street
coolie could be kept in check in some such
way as it is proposed to deal with chair-
bearers and ricksha-drawers, a great boon
would be conferred on the whole community.
The native labouring classes are getting
increasingly troublesome from day to day.
For instance, there exists a legalised tariff
of hire for street coolies, but it is actually
null and void, as it is distinctly stated that
nothing in the tariff affects a mutual private
arrangement. The inevitable result is that
in the case of luggage-carrying, furniture-
moving, or any of the thousand and one odd
jobs for which outside labour is generally
required, these men with bamboos and
ropes cannot be engaged, except on their
own arbitrary terms, which, invariably,
are exorbitantly in excess of the legal standard.
Refusal to accept these terms is instantly
met with what is tantamount to a boycott.
These men, naturally, are the veriest ruff-
ians, many of them confirmed opium-
smokers, and all of them lead a shiftless,
hand-to-mouth existence that puts them on a
par with the Neapolitan *lazzaroni* of a
generation ago, who, once they had enough
for the day's macaroni, resolutely refused to
stir either foot or finger, thus giving a new
reading to the expression: "Sufficient unto
the day is the evil thereof." The amount of
villification and foul language that literally

floods forth from an angered coolie, bearer
or drawer, can only be partly measured,
even by those who speak and understand
their dialect, although the accompanying
gesticulations and facial contortions are
broadly indicative of what is meant. The
insolent and insistent loquacity of some of
these pampered servants not infrequently
overpasses all decent bounds. Occasional
applications of the provisions of Sections
15 and 16 should act as a wholesome deter-
rent. It needs no great length of local
residence to come to the conclusion that the
servant question, private and public, in-door
and out-door, requires the most urgent
attention. And, despite the adverse report
on the matter of the registration-of-domestic
servants by the Committee of the Hongkong
General Chamber of Commerce—pertinently
alluded to in Appendix K, by His Honour
Mr. Justice SARGENT—there is a very large and weighty
consensus of public opinion to the exact
contrary. When the out-door gentry have
been dealt with, then the domestic contra-
tornity—boys, cooks, etc.—can, in due turn,
be wheeled into line.

We hazarded the opinion two days ago
that a Russo-Japanese entente would conduce
to the possibility of an attempt, recently
advocated by a number of English writers,
to establish a better feeling between our
Government and that of the Tsar. The
remarks of the *Norve Vremya* of St. Peters-
burg, as telegraphed by our London corres-
pondent on the 3rd instant, suggest that
an alliance between Russia and Japan in-
terpreted by certain Russian politicians
would have the very reverse effect. When
the *Norve Vremya* spoke of understanding
third parties' objections to the alliance and
of hoping that Marquis Iro would prevent
the Japanese from becoming dupes of their
alleged well-wishers, it is fairly plain what
country was hinted at in the expression
"third parties" and "well-wishers." However,
the Russian newspaper, though
deprecating Japan listening to Great
Britain, confesses itself unable to suggest
to the Japanese any immediate grounds
for an alliance with Russia. The
two countries must find common interests
first, it says. We have already suggested
one reason for alliance, if only both Powers
are sincere in their anxiety to stand forth
as the champions of Asia as opposed to the
rest of the world. This would be a very
powerful common interest, if, as we say,
both Powers are honest in their protections.
It is to be feared that the hypothesis is
untenable. Russia has yet to give her
first indication of disinterestedness, in her
behaviour toward Asiatic nations. Japan,
in spite of her year against China, has a cer-
tain right to pose as she does. Nevertheless,
should the Tsar's advisers suffer his declara-
tions and those of his ministers to be
carried out, a Russo-Japanese alliance
might be capable of realisation. It is such
an alliance which might render less distant
the drawing together of Great Britain and
Russia, for which certain writers in some of
the home magazines have been earnestly
arguing.

The meeting of the Legislative Council will
take place this afternoon at three o'clock.

H.M.S. *Orlando* arrived yesterday from
Shanghai.

As will be seen from the advertisement, the
annual bazaar in aid of the poor Chinese
orphans of the Asile de la Sainte Enfant will
be held in the City Hall on Tuesday, the 10th
inst., at 2 o'clock, under the patronage of H.E.
the Governor.

The s.s. *Fushun*, which on the 22nd ult.
caught fire while anchored at Canton, steamed
into our harbour yesterday afternoon. It is
rumored that she is to be sent north to be used
as a hulk at Chinkiang, but from her outward
appearance she does not seem to have been so
badly damaged as might have been expected.

The art of boxing has its exponents in Hong-
kong, and those who are capable of holding
their own are never "backward in coming
forward." From our advertisement columns
it will be seen that there is any amount of talent
ready and willing to box, and from previous
displays, good men at that. Monday's
exhibition at the City Hall should draw
a full house, many of the men participating
being already well known in the local
ring. There are, however, one or two dark
horses, of whom report speaks favourably,
so that events may be more open than at first
sight might be supposed. A very handsome
cup, presented by Mr. J. Lacock, of the Bay
View Hotel, is on view at the Hongkong Hotel.

To-night in the Union Church an organ
recital will be given by Mr. George Grimbale at
5.30 o'clock. Mr. Grimbale will play Lefebvre-
Wey's *Offertoire* in G Major, G. Brage's
"The Angel's Benediction," and G. Goldmann's
Grand Duo for Cello and Piano op. 25; and in
addition will give in concert with Bandmaster
Sharp a cornet and organ selection—Sullivan's
"The Lost Chord." Mrs. Anderson, Mrs.
Mudie, Mr. P. Goldring, and Mr. G.H. Ardron
will give vocal selections. Mrs. Mudie will sing
the solo "Jerusalem," then that which the pro-
phetess from Mendelssohn's "St. Paul," and
Mrs. Anderson will sing "A Song of Thanks-
giving" (Frances Allison), besides appearing in
the duet "The Lord is my Shepherd," with Mr.
G.H. Ardron.

The capture of General Maivac and his
followers by the U.S. troops is daily expected
in Batangas.

General Doward is going south from
Weihaiwei to take command of the British
garrison at Shanghai.

Sir Ernest Satow, after his visit to Nan-
king and Hankow on H.M.S. *Talbot*, has pro-
ceeded with her to Taku.

We received last night from the U.S. Con-
sulate General the following typhoon warning,
dated Manila Observatory, 4.45 p.m. on the
same day:—"Depression crossing south Archi-
pelago and moving west."

H.E. Sheehy's latest title according to the
Times is *His Excellency*, in addition to that of
High Commissioner of Trade, is "With the
brevet rank of Assistant Chinese Plenipotenti-
ary, with power to conduct negotiations
at Shanghai with Foreign Representatives
concerning commercial treaties."

The first drill of the newly enrolled Straits
Chinese Volunteer Company took place at
Telok Ayer, Singapore, on the 26th ult., when
all those who had been sworn in turned up and
were put through the preliminary of squad
drill. A further large number of Chinese have
sent in their names as candidates for enrolment,
but, as the number of the Company has to be
limited for the present, it will be impossible to
accept all the men.

A Berlin telegram of the 28th ult. says:—
The late French Minister in Peking, Mr.
Piebon, publishes a statement that sons of the
ladies of the Legation partook in the looting
at Peking, but that two other foreign ladies
were implicated in the matter. The French
Legation had no connection whatever with the
looting, but Mr. Piebon hinted that this was done
by the British and the American Legations.
General Vovro in his secret report to the
Government states that French soldiers have
been induced by missionaries to loot, whereupon
they received cheques; the Marines, later
refused to return the cheques.

Referring to the quotation from a letter in
the *Times* on the nominal relations between
Siam and Kelantan, a Straits paper claims to
have some reason to understand that the ques-
tion has at last been put on a satisfactory basis,
and that Siam does not in the least propose any
course of interference with the authority of the
rulers of Kelantan and Tringganu in any com-
mercial agreements they may enter into with
British subjects. This being so, a very proper
solution has been arrived at in regard to novel
pretensions that might have involved Siam in a
misunderstanding with a Power that is absolute-
ly and from disinterested motives a thorough
friend of Siam, and an entire sympathiser with
Siam's efforts to retain her supremacy over her
own dominions.

The writer of "News and Comments" in the
Ping Pong makes the following remarks on
the constitution and performances of the
cricket team which represented the Straits at
Hongkong—When one reflects how unrepresent-
ative and second-rate a team were sent to
play Hongkong and Shanghai at cricket this
year, their actual performances seem creditable
enough. I don't know exactly who were
responsible for the selection of the Straits
eleven, but they did their work in no very
creditable fashion. The merits of some five
of the cricketers selected are unquestionable, but
the other seven could be improved upon out of
those remaining at any one of the Settlements or
States concerned—not excepting even Peking,
which was somewhat thought unworthy of send-
ing a single player, so far as I am informed.
It may be that the P. C. C. authorities were
chary of submitting any names, when invited
to do so; but this sounds too incredible. It
would not be a bad idea for the new captain of
the P. C. C. to challenge the team on their
return from Hongkong; they would certainly
make not nearly as strong opponents as the
Peking eleven of four and five years ago.
Indeed, if any Peking at its present strength
can make them stretch themselves all they
know, I think the committee of selection
deserve the united rebuke of all patriots.
Malayan sportsmen.

H.E. Chang Tse-yi, formerly First-class
Secretary of the Tseung Yuen and Ex-Tutor
in English to the Emperor Kwang Hsu, and
now appointed Minister to Great Britain (says
the *N.Y.C. Daily News*) is proficient in the
English language, having for several years
before been an Attaché of the Chinese Legation
in London. When H.E. returned from abroad
in 1897 he was appointed to the Tseung Yuen,
and in the autumn of the same year, previous
to the famous year of the Reform Edicts of
H.I.M. Kwang Hsu (1898) became English
tutor to His Majesty who, at the same time, also
took up studies in French under a Manchou
colleague of H.E. in the Tseung Yuen. Sub-
sequently (spring of 1899), owing to want of
time, His Majesty, who was then beginning to
be fully occupied with his schemes of reform,
had to be given up temporarily both English
and French lessons. This may have been
somewhat fortunate to H.E. Chang Tse-yi, for
when the storm burst in September of that
year, that official passed through unscathed.
The latest official work done by the new Min-
ister was under Prince Ching during the peace
negotiations last year and this H.E. acted
throughout as Confidential Secretary and Ad-
viser to the Prince, who has rewarded his
humbleman by strongly recommending and
obtaining for him from the Throne H.E.'s new
post. With H.E.'s well-known courteousness
and sagacity, coupled with a good knowledge of
English and acquaintance with Western cus-
toms and manners, there is no doubt but that
H.E. will be just as popular in England as his
predecessor.

The *M.C. Daily News* understands that Mr.
Alfred Holt did make an offer for the fleet of
the China Mutual Company, but that it has
had no result.

It is understood that H.M.S. *Brisk*, after
her trip to Penang, will sail for Malta, where
she will pay off. This *Brisk* will be relieved by
the *Fearless*, just commissioned.

According to a Perth, Western Australia,
telegram, Mr. MacLaren on his arrival in
Australia said, in an interview, that the Eng-
lishmen were a strong combination. It was non-
sense for certain people in England to say that
the team was not a representative English
one; the batting element, he considered, was
very strong. As Mr. MacLaren is without the
two best English bats, as well as the two best
bowlers, the "nonsense of certain people" seems
to contain a good deal of sense.

The St. Petersburg correspondent of the
Times wrote on the 1st ult.:—"I understand
that Germany has encouraged Russia to
remain in Manchuria. It is easy to understand
the motives which induce the Berlin Govern-
ment to adopt a course so incompatible with the
spirit of the letter of the Anglo-German
Agreement. The bad feeling which would be
created in England and Japan by the permanent
Russian occupation of a Chinese province
would provide Count von Billow with an
excellent opportunity for playing the profitable
part of 'honest broker.' The Russian Govern-
ment, however, has had considerable experience
of Bismarckian methods, and fully recognises
that the advice which Germany gives to other
Powers is never disinterested. If one thing
more than another has made Russia anxious to
evacuate Manchuria, it is the belief that
Germany would like her to remain there."

The following paragraph is from the San
Francisco *Bulletin*:—"The American Transvaal
League, which is seeking to arouse public
sentiment in America in favour of the Boers
in South Africa, is sending postal cards by
thousands, and a button is attached. The
button has the Stars and Stripes stamped in
red, white, and blue on its face, and also contains
the motto 'Make England Fight Fair.' Printed
matter on the back of the card contains
an excerpt from one of Mr. Winston Churchill's
letters to the London *Post* entitled 'A War of
Extermination,' and an editorial from the
Manchester Guardian. Mr. Churchill wrote:
'There is one way to overcome the resistance
of the Boers. We must kill them out so as to
teach their children to love us.' The *Manchester
Guardian* article shows the mortality of Boer
children in the Transvaal camps as 330 per 1,000,
and concludes, 'There is no parallel in history, so far
as we know, to this process of extermination.'

Mr. G. F. Johnson, secretary of the P. & O. S.
N. Co., writes to the *Times* in reply to a writer
who, signing himself "Anglo-Indian," seems to
make a point against the company by stating
that the Indian and Australian passage fares are
practically identical. A cursory reference to
the company's published handbook, says Mr.
Johnson, would have shown him that he was
allowing his prejudices to outrun the facts. The
first-class fare from London to Bombay or
Calcutta (sans surtax) is £55, and to Australia
£70. But these figures do not by any means
give the whole measure of the actual difference
in the company's receipts on these different lines.
The larger portion of the company's India
traffic is paid for in silver, which makes the fare
in question considerably lower than the sterling
rate, while Australian passages are all paid in
gold. Moreover, a very considerable share of
the Indian traffic, which is paid in silver, is in
return tickets, at a reduced figure. The result
of these two important factors is that the single
fare, as quoted in sterling, has only a very partial
bearing as regards the company's total Indian
receipts. In short, Mr. Johnson concludes, the
net rate per head obtained over the whole of the
company's traffic under notice shows that the per-
centage is between 40 and 50 per cent. higher in
the case of Australia than of India passengers.
The last analysis showed a difference of exactly
47 per cent.

A *Times* correspondent wrote from Odessa
on the 24th October:—"A commission of re-
presentative Japanese traders and exporters has
arrived in Russia with the object of organiz-
ing trade between Japan and Russia on a
sounder and more extensive basis than hitherto.
Their journey has been undertaken partly at
the instance of the Japanese Minister of Com-
merce and Industry and partly at the instance
of a federation of commercial firms of eminent
standing in Japan. One of these traders, said
to be the son of a manufacturer of repute in
Tokyo, has just arrived in Odessa for the
purpose of acquainting himself on the spot
with the requirements of Russia's markets in
the south and the best means of opening up
markets there for Japanese products. Visits
will be made by members of the commission to
several other Russian trade and industrial
centres, including Moscow, Warsaw, and Kiev.
Information is being carefully collected by the
Japanese representatives relative to various
articles of export from Russia for which a market
already exists in Japan or for which a
market could readily be found. The statistics
relating to Russia's export of sugar and petro-
leum have received especially careful consideration
by the Japanese. A heterogeneous collection
of samples of Japanese products has been
brought from Japan to Russia with the object
of acquainting Russian importers with Japan's
exports, and it is hoped shortly to open tea
warehouses in several of the largest towns in
Russia, also on a large scale, for the tea grown
in Japan. Incidentally, the question of es-
tablishing direct steamer communication be-
tween Odessa and Japanese ports will, it is
said, be advanced another stage by the repre-
sentations which the commission will be able to
lay before the Russian authorities for their
consideration."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH
AFRICA.

LONDON, 4th December, 9.50 a.m.

AN IMAGINARY ATROCITY.

The two British privates who were re-
ported to have been shot by the Boers in the
telegram dated the 29th November were
not prisoners. The officers who reported
the affair have been reprimanded for care-
lessness.

[The telegram above referred to, dated Lon-
don, the 29th ult., ran as follows:—"The Boers
report having shot two privates. The War
Office publishes the fact, but is apparently with-
holding the reason."]

GENERAL NEWS.

LONDON, 3rd December, 2.30 p.m.

ANOTHER DESTROYER ACCIDENT.

The torpedo-boat destroyer *Salmon* col-
lided in the Irish Channel with another
vessel and sank. Four of the crew were
drowned.

[The *Salmon* was built at Hull and launched
in 1895. Her length was 200 feet, her displace-
ment 264 tons, her i.h.p. 3,580, and her speed
27.60 knots. She carried one 12-pr. and five
6-prs., and two torpedo-tubes. Her comple-
ment was fifty men.]

SHANGHAI, 3rd December, 7.20 p.m.

TWO SHIPPING DISASTERS UP
NORTH.

The steamer *Sutherland* with a cargo of
lumber from Portland, Oregon, is ashore
in the outer harbour at Tientsin. Her
position is critical. The steamer *Sung
King* is burning in Chefoo harbour, but
it is hoped that the efforts to extinguish
the flames will be successful.

LONDON, 3rd December, 9.15 p.m.

THE U.S. PRESIDENTIAL MESSAGE.

President Roosevelt's message to Congress
to-day contains tributes to the late President
McKinley and Queen Victoria. It urges
the necessity for international action against
anarchists, the cautious supervision of
trusts, the re-enactment of the Chinese
exclusion laws, reciprocity in the matter of
tariffs, and the encouragement of the mer-
chant marine, and announces the terms
of the Isthmian Canal as already tele-
graphed.

LONDON, 4th December, 9.50 a.m.

THE DISASTER TO THE "SALMON."

The torpedo-boat destroyer *Salmon* col-
lided off Harwick and has been beached.

REUTER'S SERVICE.

LONDON, 2nd December.

A PRO-BULLER DEMONSTRATION.

An orderly pro-Buller demonstration has
taken place in Hyde Park.

THE SOUTH AFRICAN WAR.

The Brussels correspondent of the London
Post says that ex-President Kruger's latest
reports are said to show an increasing want of
ammunition, arms, and provisions amongst the
Boers.

CAPE PREMIER ON THE WAR.

Sir J. Gordon Sprigg, Premier of Cape
Colony, speaking at Capetown, said that the
Cape army in the field numbers 14,000 men.
The Colony had incurred considerable debt in
maintaining these troops, but the prospect was
not discouraging, and he was confident that the
war was being rapidly brought to a close.

There are few beings on earth, writes the
Daily Graphic's Paris correspondent, more
curious than the Parisian, and in no town in
the world can a crowd be collected in shorter
time than in this. A fallen horse or a run-over
dog will block the boulevards for an hour, while
a balloon passing overhead will keep the popula-
tion with their necks craned as long as it is in
sight. We are now having an example of the
Parisian as "bedazzled." In a jeweller's shop in
the Rue de la Paix a mode "bolero" in precious
stones, made for "la belle Otero," is on view,
and in another street a set of furs for the same
lady, valued at five or six thousand francs, is to
be seen. These facts, duly announced in the
press, have been sufficient to make the Rue de
la Paix a place of pilgrimage. All day long a
steady stream keeps pouring down to the window
of the delighted jeweller, who is getting an
advertisement out of the affair second only to
that of the lady herself. The crowd round the
windows has assumed such proportions that a
couple of policemen have had to be equated for
order. The jewels, probably for purposes of
resale, are valued at half a million francs, but
the popular imagination, they represent
millions. The only object they serve, as M.
Harduin wittily remarked in the *Matin*, is to
act as a kind of barometer of national wealth.
As long as "la belle Otero" can find admirers
who measure their devotion by hundreds of
thousands of francs the financial position of
France cannot be so black as it is painted.

THE REV. R. F. COBBOLD'S
RESIGNATION.

The following letter is addressed to the mem-
bers of St. John's Cathedral by the Rev. R. F.
Cobbold in the current number of *Church
Notes*. The subject is one of much interest to
a large section of the community, who will
regret Mr. Cobbold's retirement from a posi-
tion he has filled so ably and so earnestly. The
Church Body will, of course, at once convene a
meeting of the sasholders, who will decide on
such an important question as the appointment
of a new senior chaplain. It is hoped by the
members of the congregation that no efforts will
be spared to secure an able preacher, with
moral ability, as a successor to the retiring
chaplain.

Hongkong, 27th November, 1901.
TO THE CHURCH BODY OF SAINT JOHN'S
CATHEDRAL.

My Lord and Gentlemen.—I have the honour
of acquainting you with the fact that I have
this day returned from my holiday, having been
absent nine months and two weeks, and that I
am prepared now to take over from Mr. Johnson
the responsibilities of my position.

It is, however, within your knowledge that
on the 3rd of October last, I called from
England to the Bishop of Hongkong, and I
intended on my return to Hongkong to ask
permission to resign the post of Chaplain of
Saint John's Cathedral, which I have held
during the past nine years and a half.

Agreeably with that message, I, having to-
day arrived, now beg to place in your hands
my resignation, and to state that I should like
it to take effect on the 31st of March next, or
as soon as a new appointment can be made
before that date.

It may not be considered strictly accurate to
use the term "resignation," since my last agree-
ment expired in 1898, and was never formally
renewed. Still, as it seems to have been fully
understood on both sides that the appointment
held good for a longer period, the word "practi-
cally" expresses my present purpose.

My reason for now asking you to appoint a
new Chaplain in my stead is mainly of a private
nature and I need not particularise it in detail,
but chiefly it is that I may, by residence in
England, fulfil what I consider a duty to my
relations there; and, that this may be so, I am
promised the offer of an appointment, at home
if I am there to accept it when a vacancy occurs.

I, therefore, wish to return to England as
soon as possible; and I venture to hope that
you will make an appointment here at the early
date. If it should be before the 31st of March,
I should, I think, my post as soon as such
appointment be made; and in that event I shall
be glad, if it be thought necessary in order to
defray the cost of a new Chaplain's passage
from England, to repay the amount which I
have been, according to promise, paid to me out
of the Cathedral Fund for my recent passage
to Hongkong.

Although the prospect of residence in Eng-
land is, naturally, a pleasing one, it will be with
very great regret that I shall leave Hongkong;
and I shall indeed be sorry to sever my connec-
tion with the work of the Church here, which
has been as great a happiness to me as it has
been an honour to be called to do it. There
have been, I know, many shortcomings on my
part, but I hope these may be forgotten, and
that I have, at least, not failed to properly ap-
preciate the consistent kindness which the
Church Body has hitherto always extended to me.

With the earnest wish that you may be
guided by the Spirit of Wisdom in the exercise
of your responsibility to our fellow-worshippers
here, and select the right man to carry on the
work of the Church here, I am, my Lord and
Gentlemen, Your obedient servant,
ROWLAND F. COBBOLD.

POLICE COURT.

Wednesday, 4th December.

BEFORE MR. F. A. HARELAND (POLICE
MAGISTRATE).

STEALING A GIRL FROM HER PARENTS.
Augusto Colati, alias Amador Bresemin, a
Manila student of 24, residing at 16, Austin
Road, Kowloon, was charged, on the complaint
of Claudio Augustino, a musician, 4, Austin
Road, with having on 24th November last, taken
from the possession of his father, aged 16,
Tobias Augustino, an unmarried girl, aged 16,
out of the possession of his father, the will of her
father, the complainant, contrary to Section 18
of Ordinance 9 of 1897.

The case was heard on remand, the defendant
having been liberated on bail of £250. He
denied the charge.

The complainant stated in evidence that the
defendant and his daughter, on one occasion
left the house together, and returned next day
to ask forgiveness. This was not forthcoming,
and that night they again left; the girl by
command of the defendant, who had previously
asked permission to marry her. They went to
a house in Wanchai, where the girl remained
four or five days, the defendant going to another
house. The complainant got out a warrant and
had him arrested.

Defendant.—It was another man who took
the girl away. The complainant wanted her
to marry this man, and test her became false.

Complainant.—I did not want her to marry
this other man, nor did I beat her.

His Worship.—There was a suggestion that
this other man, Claro Eduardo, keeps you. Is
that so?

Complainant.—No, I keep myself; he isn't a
rich man. He simply pays his rent as a lodger
in the house.

Defendant.—You arrived here in May last,
and have done nothing since. How have you
lived?

Complainant.—I had \$160 when I came here.
Tobias Augustino, the girl in question, was
called, and in answer to His Worship said that
the reason she left her father's house was
because the defendant induced her to do so by a
promise of marriage, not because her father
struck her for refusing to marry Claro Eduardo.

Defendant.—Did your father not strike you
for refusing to marry Claro Eduardo?

Witness.—Yes, once. The case and the hearing
was adjourned until this morning.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

INFRINGING THE POSTAL REGULATIONS.

Choi See and Chee Sheng, traders residing
in the Colony, were charged with infringing the
exclusive rights of the Post Office by trans-
mitting mail matter from Hongkong to Canton
by means other than through the General Post
Office.

Both defendants pleaded guilty, and were fined
\$100 each, with the alternative of two months'
imprisonment. They took the alternative.

PUBLIC COMPANIES

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Hongkong, THIS DAY (THURSDAY), the 11th day of December, 1901, at 3 o'clock in the afternoon, when the subject of the Resolution which was passed at the Extraordinary General Meeting of the Company held on the 18th day of November, 1901, will be submitted for confirmation as a special resolution:—

"That the Company be wound up voluntarily and that Johann Georg Ludwig Schröder of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purposes of such winding up."

MEYER & CO.

General Managers.

Hongkong, 20th November, 1901. [2987]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A NINTERIM DIVIDEND on account of the year 1901, at the rate of Fifty Cents per Share (or Five per cent on the Capital of the Company) will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after the 4th December, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED FROM SATURDAY, 30th instant, until FRIDAY, 14th December, both days inclusive, during which period no Transfer of Shares can be registered.

By Order.

J. A. TARRANT,

Secretary.

Hongkong, 26th November, 1901. [3018]

HONGKONG COTTON SPINNING,

WEAVING & DYING CO.,

PANY, LIMITED.

THE SHARE CERTIFICATE No. 71 for 15 shares numbered 1008 to 1022 inclusive standing in the Register in the name of ROBERT AGNEW ANDERSON, with relative transfer deed signed by him, having been LOST, notice is hereby given that unless the said Certificate be produced at the Office of the Company, Pedder's Street, Victoria, Hongkong, on or before the 7th day of December, 1901, a new Certificate will be issued in favour of ALFRED WATSON the purchaser of said shares, and the Old Certificate will thereafter be held by the Company as null and void.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 7th November, 1901. [2844]

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE

A EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held in the HOTEL, on WEDNESDAY, the 11th December, 1901, at Noon, to consider a proposal of the Board of Directors for the profitable utilisation of the Ground on the Reclamation in front of the Hotel, and if approved, to pass the following Resolution:—

"That this Meeting approve the proposal for utilising the Company's Fraya Reclamation land (Remaining Portion of Marine Lot No. 7) by the erection of a building thereon."

C. MOONEY,

Secretary.

Hongkong, 30th November, 1901. [3035]

THE DAIRY FARM COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the COMPANY'S OFFICE, No. 1, Albert Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of December, 1901, at Noon, for the purpose of considering and if thought fit, passing the following Resolution, viz:—

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read: \$1,500 (Fifteen hundred Dollars)."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors.

R. P. MOFFITT,

Secretary.

Hongkong, 27th November, 1901. [3034]

HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3758 for Fifty Shares, numbered 33751 to 33800 inclusive, standing in the Register in the name of HUGH CAMERON GIBSON, of Shanghai, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, No. 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of December, 1901, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 16th November, 1901. [2929]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

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Hongkong, 21st June, 1901. [1554]

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AGENTS WANTED.

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SPORT AND ANECDOTE.

By AN OLD FOOT.

DEATH OF A FAMOUS ATHLETE.

The demise of Alfred Tysoe at the early age of 27 will cause not merely a feeling of surprise, but also of genuine sorrow for the young man, and of heartfelt sympathy for his parents, as beyond all doubt he was their idol. And indeed he was a very popular runner wherever he appeared, and in a large measure he deserved the public favour bestowed on him. It was my pleasure to tell readers some few facts of this athlete when he ran Charles Bennett, of the Pinchley Harriers, rather over twelve months ago, but I should like to supplement those remarks with a few more personal recollections. I always understood that he was the son of a coachman to a country squire residing near Lancaster, and that he was born at a village called Dolyhin Holme. As a youth he found he could beat all other boys in races over all sorts of distances, and this probably induced him to participate seriously in local athletic festivals when he was only 16. Thus he began in 1882, and was so serviceable that he soon found his way to the scratch mark wherever he turned out in Lancashire. In handicaps he was so successful that he began to think of higher honours, and in 1886 he won the 100 yards and one mile championship promoted by the North-West Counties Athletic Association. As the former event was decided at Lancaster and he ran in the colours of the Skerton Harriers, it was to him a bright May day when he won his first scratch race, even if the time was 2min 33.25 secs. In the following July at Widnes he carried off the mile, as I have said, in 4min 31.4 secs. It was in the spring of the succeeding year, 1887, that I first saw Tysoe. On April 3, the ten miles championship of the Amateur Athletic Association was brought to issue on the Fallowfield track at Manchester. It was a cold afternoon when a baker's dozen bunched off round and round the oval on their long journey. There was a very fair young man, as straight as a ramrod with smiling face, despite his heavy toiling action. He wore the scarlet jersey of the Salford Harriers, with a velvet cap, in the centre of which, right on top of his cranium, was a great gold tassel. At the appendage bobbed up and down I christened him Von Tassel. He was a big, lumbering young man, with a heavy, cumbersome action. His stride was long, but his foot was heavy and he looked essentially a strong, lusty fellow on whom any insurance agent would have been glad to effect a life policy. I cannot say that he was a pretty runner, and he looked more like a heavy Cleveland bay than a thoroughbred racer. But this was Alfred Tysoe, and he was always running so well within himself that there never was any doubt as to the issue. A little runner with a scorchy action, named Harry Harrison, of the Manchester Harriers, tried to hold over, and give him a race, but this great, muscular, powerful rustic was far too able for his puny efforts, and Tysoe eventually won his first national championship with ridiculous ease. I remember chatting to him after he was 23, stood off 83in, and weighed 11st. But would you believe that this natural runner had never previously completed ten miles, and that he raced quite untried? Being rather wary after five miles he felt he should have to give up, but he thought "If I can only keep on my legs until seven miles I am sure to complete the distance." Yet he never faltered, he never showed a sign of the white feather, and after seven miles he bounded along, always having the prize in his keeping. He was a proud lad that night.

A MEMORABLE MILE.

But this was by no means his only success of import that season, for he was again to the fore in Northern Counties events, and added the half-mile to his list of laurels, as he won at Widnes on July 10th in 2mins 4secs, thus again proving his versatility. But he appeared again at Fallowfield, namely, on the first Saturday in July of the Diamond Jubilee year, when he secured the blue ribbon of amateur athletics—the one mile championship of the world. This event was the cause of considerable sensation. Benson Lawford, of South London, did not care to defend his title, and it was generally rumoured that the race would easily fall to Hugh Welch, a raw Scotch laddie from Watson's College, Edinburgh. Indeed, every Scot planned his faith to the fair-haired Watsonian, and the joy of anticipation was great for Scotland had never won this race. Welch always lay well to the fore, but suddenly he dropped back, for he lost one of his pumps, and was twice badly spiked. Indeed, it was only by a great effort of resolution and pluck that he completed the distance. Tysoe ran with magnificent judgment, and taking the lead in the last 150 yards, kept his place and won brilliantly by a yard and a half from H. Welch, of the Pinchley Harriers, the winner's time being 4mins 27secs—excellent considering a strong westerly gale which made all the performances seem slow. Poor Welch had to be assisted off the ground, and as it was said that he had been maliciously injured for the sake of bets to allow Tysoe to win, there was a great hubbub and a scandal at the time. Certain people were suspected, and evidence was taken, but nothing definite could ever be really proved. Welch was laid up for some time, and it was said that he would never run again, so vexed was his father with the unavourable reports of the unsportsmanlike treatment of his son. No one ever lost a shadow upon the good name of poor Tysoe over this unfortunate affair, and afterwards some time afterwards when he went up to Scotland to run a match or two with Welch, no one became more popular over the Border.

NOTED HALF-MILE PERFORMANCES.

In 1888 Tysoe thought discretion the better part of valor in the championships which were decided at Stamford Bridge. Many people looked forward to a great battle between Tysoe and Welch in the one mile, but the Scot was not challenged. I am afraid that the Salford Harrier would have had a miserable experience, for that most unfortunate Cantab, the Rev. W. E. Lutyns, made the pace a cracker. The quarter was reeled off in 61.3 secs, the half distance in 2mins 5secs, and the three-quarters in 3mins 13.4 secs, but Welch came away, and won by 16 yards in 4mins 17.1 secs, time which has only been surpassed in a championship once—by Bacon in 1895, when he accomplished 4mins 17secs, and Lutyns was then second. Now Tysoe, good runner as he was, could never touch these figures for a mile, and so the judgment and the honour of Scotland were vindicated. Tysoe kept himself well to the fore, as he was always running in some part of the country. He turned out in the half-mile championship in 1899 at Wolverhampton, and this he won in 1min 58.3 secs, after the race of the day, only defeating the luckless Lutyns by a yard. He only won in the last stride, but it is well to remember that he was as game as a fighting cock every time he put his pumps on. But last year (1900) was his great half-mile race at Stamford Bridge, for did not the Americans, on their way to Paris Exhibition, sweep down the field? On that day Tysoe was one of the bulwarks of Britain. In the final heat J. F. Crogan, who was the captain of Princeton, was stimulated with the collegiate slogan of "Rab-rab-rah! Tigers, sir, boom-boom! Ah! Princeton!" Was it not said that Crogan even brought the feather from the tail of a stuffed flamingo, the mascot of Princeton in 1897? But neither the cry of the students nor the plume of the flamingo could make John Crogan win, although he took the last 300 yards from home. Tysoe hunted him from the last bond. He always lay at his shoulder, and beyond doubt I think that had Tysoe been pushed to his limits he could that day have shown Crogan that he could beat him. 56secs. Moreover, at the Paris Exhibition a week or so later, Tysoe beat Crogan a second time with consummate ease in 2min 13.5 secs, so that probably the Princeton tiger put up his best race at London. These were his last national championship races, for, although he defeated Charles Bennett, the Pinchley Harrier, at Manchester in October, 1899, in a match over three-quarters of a mile, he never appeared in public again.

ACROSS THE LAST RIVER.

During last winter he did not turn out in cross-country runs, and indeed he had for some years given up his toilsome work over hedge and ditch during the most inclement period of the year. I think that Tysoe knew he was hardly fit for such arduous trials, and he wisely refrained. During the spring he was very ill, however, and he was left so weak that he never saw a training track last summer. In August the poor young fellow contracted a chill, and he was supervised. The next development was consumption, and he died from tubercular meningitis. His weight when he last ran was 10st 12lbs, and although this is very little different from the 11 stones when he secured the ten miles championship, it is quite possible that Tysoe overstrained himself. During his career between 1892 and 1900 he won over 100 first prizes alone, and over 20 important championships and scratch races. In my judgment football players are more prone to early death than runners—as I could easily prove—while I am afraid that long-distance runners are in turn more liable to serious illness than sprinters. Of course, sprinters endure tremendous strain during their races, but the other man has more exposure in awkward times of the year and in his races. The last time I saw Tysoe in the match with Bennett I honestly thought he looked very thin in the face and pinched with cold that October day. It is quite possible that since 1892 he had run himself off his feet, for he always had a very hard athletic season. Young men should always consult the family doctor, ere devoting too much time to athletics. The case of Tysoe is really a very painful affair, but his friends did all they possibly could on his behalf. He had sound medical aid—but alas in vain. An exceedingly nice disposition, and always well spoken to the writer, I can honestly say that on the path he was a good sportsman and a fighter to the last inch. Such a disease as "nerves" or "funk" never afflicted him. Why, I have seen some of the greatest runners in the world look hearty and jolly as they lay in bed an hour and a half before a great match, but when they came on the track they looked pale and careworn. No one ever saw Tysoe come up to the mark without a rosy tint on his cheeks and a nod and a smile for his friends. And when the battle was over, if perchance he was beaten, he was among the first to congratulate his conqueror; at the same time he liked all that was due to him, and gloried in winning. All things considered he was a typical young Englishman of the period, and his loss will cause many a thousand to exclaim, "Poor young fellow!"

LANCASHIRE'S NEW CRICKET CAPTAIN.

In some informal way, without any official utterance or proclamation, it has leaked out that Mr. Alexander Eccles has been appointed captain of Lancashire in place of Mr. A. C. MacLaren, who resigned that office just as he was sailing for Australia, when it was announced that next season he would play for Hampshire. There have been many and varied opinions expressed of MacLaren's action. If he likes to assist Hampshire no one can deny his right, but I am given to understand that ever since he left Harrow he has been treated with extraordinary consideration by the Lancashire Club, who might have been taken into his confidence much earlier. But somehow I do not think

that Manchester is a favourite resort of MacLaren, and I am positive that he did not like Old Trafford. Somehow there did not seem a bond of sympathy between MacLaren and the usual habits of that ground, so perhaps it was as well that he should seek fresh fields and pastures new. His successor, Mr. Alexander Eccles, is a young cricketer of parts, and just as likely to improve as Douglas Jephson did, when he took over the Surrey team from Mr. Key. The new Lancashire skipper is the son of Mr. Joseph Eccles, jun., who is no relation to the Mr. Joseph Eccles who came from Preston and used to play for Lancashire. And yet Mr. Alexander Eccles was born at Ashton-on-Ribble, a suburb of Preston, on March 16, 1876. Educated at Repton, he was the captain of that public school, near Derby, in 1894 and 1895, when he had an excellent average of about 39. From there he went to Oxford in 1896, but he did not obtain his Bins until next year, when G. R. Bardsley, who has also played for Lancashire, gave it to him. At that time Eccles, who looked like a fresh edition of Johnny Briggs, was not very successful, and in the 'Varsity match at Lord's he only scored 2 and 12, but in 1898 he hit up an absolutely faultless 109 ere he was run out—an innings which enabled the Oxonians to beat Cambridge by nine wickets. In 1899 he only made 32 and 5 in the University match, but in the meantime he had been proving his usefulness to Lancashire. He came into county cricket in 1893, and within a month of the University match he hit up 139 against Leicestershire on the old ground, while in 1900 he amassed 111 against Worcestershire. Mr. Eccles considers Worcester one of his lucky grounds, for he made 125 there in the corresponding match last season. The best of it is when Eccles goes out he makes very few mistakes, and he has never had any luck in reaching these figures. But during the season, although he had a run of fortune, it should not be forgotten that he made 51 against M.C.C. at Lord's on a very difficult pitch, then he contributed 80 against Hants at Liverpool when badly wanted, and that among other stimulating displays he put together a brilliant 59 against Yorkshire in the return game at Headingley. Eccles on this last occasion was only at the wicket 55 minutes, but in that time 107 were registered. Mr. Eccles makes most of his runs by drives to the on and the off and by really good square leg hits. He can field well at point or mid-off, but although he used to bowl at school he never essays that part of the game now. A genuine gentleman, he is much liked by the players, and will, I am sure, be a very popular leader ere he relinquishes such a welcome charge. For Mr. Eccles has ample leisure and wealth. Writing of the Lancashire and Yorkshire match, I am reminded that Mr. Frank Mitchell is leaving England for Johannesburg, and that he is very likely to be lost to county cricket. As Mr. Francis S. Jackson is, however, exceedingly likely to return, the Tykes will not be any the worse off for the change, for Mr. Jackson can bowl when required. Happy Yorkshire! do have such resources! London, 2nd November.



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JOHN WALTON (PARIS), MANUFACTURER, 173, SHAFTESBURY AVENUE LONDON. [275]

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIMED, WASHED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 31st day of December, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to STAMP OUT PLAGUE, is determined to RIGOROUSLY PROSECUTE any Owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK, Secretary.

Sanitary Board Office, 1st December, 1901.

Note.—The Western Division of the City lies to the West of Morrison and East Streets. [3008]

DAVID CORSE & SON'S MERCHANT NAVY BOILED LONG FLAX BELLIANCE CROWN TARPAILING ARNHOLD, KARBURG & CO. Sole Agents. [31901]

NOTICE OF FIRM

NOTICE IS HEREBY GIVEN that the PARTNERSHIP now existing under the style of OSMUND, SILVA & CO. has been dissolved by Mutual Consent.

OSMUND, SILVA & CO. Hongkong, 2nd December, 1901.

NOTICE IS HEREBY GIVEN that we have taken over the business lately carried on under the style of OSMUND, SILVA & CO., and that the same will in future be carried on under the style of SILVA & CO.

SILVA & CO. No. 16, Des Vaux Road, Hongkong, 2nd December, 1901. [3002]

CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year
Plenty chances, large gain;
Dollar come all same rain
Wishing you Happiness and Longevity
Success Crowns your Undertakings
My chin chin in Hongkong
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[2713]

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Medical Times and Hospital Gazette, 1885, says: "Holmes & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	OR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON	ACHILLES	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 10th inst.
LONDON VIA SUEZ CANAL	GLANNOY	Brit. str.	2 m.	D. C. Gregor, R.N.R.	McGREGOR BROS. & GOW	On 14th inst. at Noon.
LONDON	BORNEO	Brit. str.	2 m.		P. & O. S. N. Co.	On 24th inst.
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELUSION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	KEION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	PAVOCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HYACHI MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	VILLE DE LA CROIX	Frenc. str.	2 m.	Fiaschi	MESSAGERIES MARITIMES	On 16th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	STUTTGART	Ger. str.	2 m.	J. B. Macmillan	HAEMER-AMERIKA LINIE	On 27th inst. at Daylight.
BREMEN, VIA PORTS OF CALL	WAKASA MARU	Jap. str.	2 m.	P. Groch	HAEMER-AMERIKA LINIE	On 11th inst. at Noon.
HAYRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.	Borok	HAEMER-AMERIKA LINIE	On 12th inst.
HAYRE, BREMEN & HAMBURG	NUERNBERG	Ger. str.	2 m.	Beckner	HAEMER-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAEMER-AMERIKA LINIE	On 13th January.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAEMER-AMERIKA LINIE	On 23rd January.
HAYRE & HAMBURG	AMERICA	Ger. str.	2 m.	Duckstein	HAEMER-AMERIKA LINIE	On 12th February.
TRIESTE VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	2 m.	Fuchs	HAEMER-AMERIKA LINIE	On 26th February.
NEW YORK VIA PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	2 m.	Fellner	SANDER, WISLER & CO.	On 17th inst. P.M.
NEW YORK VIA SUEZ CANAL	ACABA	Brit. str.	2 m.		DODWELL & CO., LIMITED	To-day.
NEW YORK	ATHESIA	Ger. str.	2 m.	Wagner	HAEMER-AMERIKA LINIE	On or about 17th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	HAMBURG-AMERIKA LINIE	On or about 20th inst.
VANCOUVER	TACOMA	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 18th inst. at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TAIYUAN	Brit. str.	2 m.	N. Ohno	CANADIAN PACIFIC R. CO.	On 29th January.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	LYO MARU	Jap. str.	2 m.		DODWELL & CO., LIMITED	On 17th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	PAKING	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 16th inst. at 4 P.M.
SAN DIEGO, &c., VIA MOJI, &c.	TAIYUAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 15th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.		GIBB, LIVINGSTON & CO.	On 12th inst. at 4 P.M.
YOKOHAMA	YINSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
YOKOHAMA	MARIA VALERIE	Aus. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at 3.30 P.M.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	2 m.	McClure	JARDINE, MATHESON & CO.	On 19th inst. P.M.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	Berberovich	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
SHANGHAI	VALETTA	Brit. str.	2 m.	N. Kori	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
SHANGHAI, CHEFOO & PORT ARTHUR	SINGAN	Brit. str.	2 m.	A. G. Calvert, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI	JAYA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
POOCHOW VIA SWATOW & AMOY	ANING MARU	Jap. str.	1 m.	S. Atsami	HAEMER-AMERIKA LINIE	On 18th inst. at Daylight.
AMOY	MAIDZU MARU	Jap. str.	1 m.	T. Saito	HAEMER-AMERIKA LINIE	On 11th inst.
TAMU, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	HAEMER-AMERIKA LINIE	On 7th inst. at Noon.
MANILA	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 12th inst.
MANILA	SUNGKIAN	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 12th inst. at 4 P.M.
MANILA	EASTERN	Brit. str.	2 m.	Ellis	BUTTERFIELD & SWIRE	On 18th inst.
MANILA	TAIYUAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst.
MANILA	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.
BOMBAY VIA SINGAPORE & PENANG	BORNEO	Brit. str.	2 m.	D. Coetz	CARLTON & CO.	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.

Dec. 4. ALBA CRAIG, British str., 2.16, E. Robertson, 24th Nov. Coal and Coke.
— M. B. KAISHA.
Dec. 4. CHUYEN, Amr. str., 1.21, Slemons, Shanghai 30th Nov., General—CHINESE.
Dec. 4. CHUYEN, British str., 1.14, Bowker, Canton 4th Dec., General—JARDINE.
Dec. 4. FUSUN, British str., 1.47, W. H. Lunt, Canton 3rd Dec.—CHINESE.
Dec. 4. MIKE MARU, Japanese str., 3.35, M. Yagi, Yokohama 23rd Nov., General—NIPPON YUSEN KAISHA.
Dec. 4. OHLAND, British cruiser, 5.00, J. H. P. Burke, C.B., from Shanghai.
Dec. 4. PROTECTOR, Norw. str., 1.09, Thorntons, Newcastle and Chetoe 23rd Nov., General—E. A. TRADING CO., LTD.
Dec. 4. SADO MARU, Japanese str., 3.35, M. Thompson, Singapore 23rd Nov., General—NIPPON YUSEN KAISHA.
Dec. 4. SIXIN, British str., 1.05, Wavell, Shanghai 1st Dec., General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th December.
Anping Maru, Japanese str., for Swatow.
Athenian, British str., for Canton.
Chiyen, American str., for Canton.
Diamant, British str., for Amoy.
Hilglen, British str., for Shanghai.
Mura Koh, German str., for Moji.
Sankaku, German str., for Khat.
Singan, British str., for Canton.
Thalau, British str., for Swatow.
Whampoa, British str., for Shanghai.

DEPARTURES.

4th December.
ANPING MARU, Japanese str., for Coast Ports.
ATKINSON, British str., for Vancouver.
DIAMANT, British str., for Manila.
DORIS, Norwegian str., for Kobe.
HILGLEN, British str., for Shanghai.
SANKAKU, German str., for Khat.
THALAU, British str., for Canton.
WHAMPOA, British str., for Shanghai.

VESSELS IN DOCK.

4th December.
ABERDEEN DOCKS.—Esmeralda, Sulberg, Teintan.
SWOON DOCKS.—Canton River, Eleano, H. J. Albrecht, Kowloon, U.S.S. Princeton, Justin, Lat-Loc, H.M.S. Jervis, Mong-Kut, Dr. Hans Jurg Kiser, Saturn, Devotion, Empress of Japan.
COSMOPOLITAN DOCK.—Pittsaulok, Tai-cheng, Antio, Hengshan.

SHIPPING REPORTS.

The British steamer Aika, from Moji, 3rd Nov., had light varying winds and fine weather with smooth sea to lat. 27°20' N., long. 122°30' E., when she was sighted to north and rapidly increased to whole gale with high steep sea flooding decks constantly, dull, cloudy sky. In Lat. 25°41' N., long. 120°49' E., wind veered to N.W., fresh gale and high following sea, sky clearing and continued to Lamouck; when wind veered to north, fresh with moderate sea and fine, clear weather to port.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
DUDHOE, British ship, A. Low—Carlowitz & Co.
OSBERGA, British barque, Denmore—ORDER

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENROY"
Captain Forbes Selby, will be despatched as above on SATURDAY, the 14th December, 1901.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 25th November, 1901. [325]

VESSELS ON THE BERTH

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" On 5th December
"LENNON" About 15th Dec.
"ORONAX" About 31st Dec.
"AFRIDI" About 10th Jan.
"HILGLEN" About 20th Jan.
"LOWTHER CASTLE" About 31st Jan.
For Freight and further information, Apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 28th November, 1901. [1739]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

"YIKSANG"
Captain McClure, will be despatched as above TO-MORROW, the 6th inst., at 3.30 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1901. [3079]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"
Captain Weigall, will be despatched as above on SATURDAY, the 7th inst., at Noon.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1901. [3089]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT"
Captain E. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 7th December, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by Bombay when transhipping.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th November, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 9th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA.
Agents.
Hongkong, 2nd December, 1901. [17]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902
"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 20th Jan., 1902
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb., 1902
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 26th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Retar tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE MINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The "Ath" is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pettib's Street.
Hongkong, 5th December, 1901. 10

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, TRINIDAD, GONSA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SUEVIA HAYRE, BREMEN & HAMBURG On 12th Dec. Freight.
(Calling at Singapore and Penang)
SERBIA HAYRE & HAMBURG On 23rd Dec. Freight.
(Calling at Singapore and Colombo)
NUERNBERG HAYRE, BREMEN & HAMBURG On 6th Jan. Freight.
(Calling at Singapore and Penang)
STRASSBURG HAYRE & HAMBURG On 13th Jan. Freight.
(Calling at Singapore and Colombo)
SAMBIA HAYRE & HAMBURG On 23rd Jan. Freight.
(Calling at Singapore and Penang)
AMERICA HAYRE & HAMBURG On 12th Feb. Freight.
(Calling at Singapore and Colombo)
C. FERD. LAEBSZ HAYRE & HAMBURG On 26th Feb. Freight.
(Calling at Singapore and Penang)
ATHESIA NEW YORK About 20th Dec. Freight.
(via Suez Canal)

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 4th November, 1901. [1051]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

STUTTGART WEDNESDAY 11th December.
KONIG ALBERT WEDNESDAY 25th December.
PRINZ HEINRICH WEDNESDAY 8th Jan., 1902.
PREUSSEN WEDNESDAY 22nd Jan., 1902.
HAMBURG WEDNESDAY 5th Feb., 1902.
SACHSEN WEDNESDAY 19th Feb., 1902.
KIAUTSCHOU WEDNESDAY 5th Mar., 1902.
BAYERN WEDNESDAY 19th Mar., 1902.
STUTTGART WEDNESDAY 2nd Apr., 1902.
KONIG ALBERT WEDNESDAY 16th Apr., 1902.
PRINZ HEINRICH WEDNESDAY 30th Apr., 1902.
PREUSSEN WEDNESDAY 14th May, 1902.
HAMBURG WEDNESDAY 28th May, 1902.
STEAMERS of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 9th December, Cargo and Specie will be received on Board until 4 P.M. on Tuesday, the 10th December, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 10th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 28th November, 1901. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. { BALLAARAT Noon, 7th } See Special Advertisement
 { R. A. Peters December }

SHANGHAI { VALETTA About 7th } Freight or Passage.
 { A. G. Calvert, R.N.R. December }

SHANGHAI { JAYA About 9th } Freight or Passage.
 { G. W. Gordon, R.N.R. December }

LONDON { BORNEO Noon, 14th } Freight or Passage.
 { D. C. Gregor, R.N.R. December }

PASSENGER SEASON 1902.

For Marseilles, Plymouth, &c. ORIENTAL 5,284 Tons, 29th March.
and LONDON DIRECT MALTA 6,064 Tons, 12th April.

Without Transshipment
For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th November, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Tons.

Captains.

Proposed Sailing

TACOMA 2,811 A. Dixon December 17th

VICTORIA 3,592 J. Pantou December 27th

OLYMPIA 2,837 J. Trubridge January 11th

GLENGLE 3,750 W. Frakes February 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.
Excellent accommodation. First-class Table. Doctors and Stewardesses carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, &c.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, &c.
The best route to

